

Situation 20-A
Procedure for handling TANK CARS

Tank cars were returned empty by reverse route of delivery to the private car owner or lessee. This was done on a Freight Waybill, *not* an Empty Car Order. For the return waybill, the “# of Pkgs” was noted LC (Last Contained) and the “Description of Articles” contained the product delivered by the tank car. Tank cars, once loaded with a product such as fuel oil, were dedicated to that product as they were unsuitable for anything else after the first use.

Tank Car car cards will now contain 2 waybills

Train #1

C/L Waybill

LC Waybill → Through Freight Upper Marlboro - Owings - Solomons

Train #2

C/L Waybill

LC Waybill → Way Freight to Industry (Setout to Hold)

Train #3

Swap Waybills

LC Waybill

C/L Waybill → (Hold to Pickup)

Train #4

LC Waybill

C/L Waybill → Way Freight to Solomons

Train #5

LC Waybill

C/L Waybill → Through Freight to Upper Marlboro

Swap Waybills

C/L Waybill

LC Waybill → Classify for new Through Freight
or

Swap out car for different car and file waybills

Important – Keep C/L waybill and LC waybill together when filing

Pickle Tank Cars, Corn Syrup Tank Cars, and Vinegar Tank Cars will be handled the same way as above. These waybills will need to be swapped at the same points as other tank cars described above.

Freight Waybills for tank car loads will no longer be found in the New Waybill box. They will be returned empty (or loaded with a specific product – Pickle Tank cars) to the private car owner or lessee using two Freight Waybills as described above.

This will somewhat alleviate the problem of un-waybilled empties arriving at Solomons.